

THE DAY BOOK

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YOUR OWN DEFINITION.—Yes, we're all for Americanism and preparedness, with the proud American privilege of each of us defining the terms to suit himself. There is preparedness for home defense, and preparedness for conquest—preparedness for the people and preparedness for Wall street. And you have your choice between the Americanism of Hughes, Fairbanks, Crane, Penrose, Barnes, Smoot, Lodge, Nicholas Murray Butler and probably Roosevelt on the one hand, and the Americanism of Wilson, Marshall, Bryan, Glynn, James, Sullivan, Murphy and Taggart on the other, with numerous varieties of Americanism in each group. After all, we'll have to go considerably on what Wilson and Hughes have to say for themselves.

JAKE LOEB'S GALL.—"The president does not care to give you the information," replied President Jake Loeb of the school board of education when Trustee Max Loeb tried to find out whether any teachers will be dropped from the list between now and next Wednesday, when the board meets again.

It's clear to everybody that Jake Loeb is trying to jam down through a job so coarse that it won't go. One way or another he will get beaten. His work is so full of spite and pettiness, it is such cheap politics, that it has been editorially condemned or

pronounced faulty in the Herald, Tribune and Daily News.

When the Tribune and the News, school land lease beneficiaries, come into the open and say, Jake Loeb is making a boob move, there must be something awfully raw about it. They are handling Jake easy. They don't call him a boob. But they slip him the tip that if he tries to go through with it he will be blocked.

When BOSS Jake tells a trustee who asks a reasonable question, "The president does not care to give to you the information," he is going a long ways.

It sounds altogether too much like the tactics employed by the Russian government against the Jews of Kovno, the old home town of BOSS Jake Loeb.

RAILROAD BROTHERHOODS RESTLESS.—A cry for arbitration between railroad brotherhoods and companies is heard nearly every day now from newspapers. What is this "arbitration" they are crying for?

Why do the railroad brotherhoods sniff their noses proudly now and steer away from "arbitration"?

For the simple reason that every time they have arbitrated with railroad companies in recent years the trainmen and enginemen have been soaked and trimmed for suckers.

Only last year here in Chicago we saw an arbitration board handing down the big say-so on wages and working conditions for rail men on 18 western roads. And one of the three umpires who cast a deciding vote was Charles Nagel of St. Louis, shown to be a railroad lawyer, a railroad director and the administrator of the Busch estate of St. Louis, who owns railroad stock in bunches. Asking wages increases totaling \$40,000,000, the brotherhoods actually got a measly, stingy \$1,000,000—a lesser percentage of wage increase than the cost of living necessities in the territory involved.

If the railroad brotherhoods call a